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<u>Company</u>	<u>Total Stock Outstanding (in Guilders)</u>	<u>NS Participation</u>
<u>Autobus companies</u>		
Autobusdienstonderneming "Citosa" N.V.	500,000	500,000
N.V. Autobusdienstonderneming Salland	50,000	50,000
N.V. De Veluwe'sche Autodienst	1,750,000	1,750,000
N.V. Eerste Drentse Stoomtramweg Maatschappij	1,500,000	1,131,500
N.V. Groninger Autobusdienst Onderneming (GADO)	1,500,000	1,500,000
N.V. Limburgsche Autobus Dienst (LAD)	36,000	36,000
N.V. Limburgsche Tramweg Maatschappij	4,270,000	854,000
N.V. Maas-Buurtspoorweg	229,350	229,350
N.V. Naco	2,000,000	2,000,000
N.V. Nederlandse Buurtspoorweg Maatschappij	3,500,000	3,150,000
Noord-Oost-Friesche Autobusonderneming N.V.	550,000	550,000
Stoomtram Maatschappij Breskens-Maldegheem N.V.	450,000	189,000
N.V. Stoomtram Walcheren	500,000	487,750
N.V. Velox	50,000	50,000
Zuid-Ooster Autobusdiensten N.V.	1,750,000	1,750,000
K.L.M. Autobusbedrijf N.V.	20,000	10,000
<u>Other companies</u>		
Reederij Koppe N.V. (shipping company)	100,000	100,000
N.V. Algemene Transport- en Expeditie Onderneming Van Gend & Loos (transport and forwarding)	2,000,000	2,000,000
N.V. Spoorwegmaatschappij Zuid-Beveland (railroad)	50,000	50,000
Reisbureau Lissone-Lindeman N.V. (travel agency)	420,000	140,000
N.V. Centraal Auto Herstel Bedrijf (auto repair)	940,000	500,000
N.V. Het Spoorwegbouwbedrijf (railroad construction)	180,000	180,000
N.V. Spoorwegopbouw (railroad construction)	10,000	10,000
N.V. Spoorwegreclame (railroad advertising)	10,000	10,000

Capitalization

Compensation for losses from the war and occupation is provided for in the law of 1 November 1951, as published in Staatsblad No 47. N.S. had calculated these losses at 709 million guilders. However, in view of the country's

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financial position, the actual payment was finally set at 324 million guilders. The difference between the book losses and the actual payment was made up from various reserve guilders.

Capitalization was increased from 10 million to 300 million guilders, all of the new shares being taken up by the government.

#### Electrification

During 1951, the following sections were electrified: Amersfoort-Apeldoorn (44 kilometers); Apeldoorn-Deventer-Almelo-Hengelo-Enschede (76 kilometers); Hengelo-Oldenzaal (11 Kilometers); and Barneveld-Voorthuizen -- Ede-Wageningen (18 kilometers). The electrified trackage was increased from 899 kilometers to 1,048 kilometers, or 32.7 of the total trackage. [According to the Duesseldorf weekly periodical Verkehrs-Wirtschaft of 10 January 1953, 42 percent of the Netherlands railroad trackage had been electrified by the end of 1952. The NS is planning to retire all steam locomotives in the course of the NS 5-year plan (1953-58) and to replace them with electric and diesel-electric locomotives. According to the same periodical, F. Q. den Hollander, the president of the NS, has stated that 240 locomotives have been ordered abroad. In addition to this project, the periodical said, all older passenger coaches are to be replaced with streamlined coaches by 1958.]

The electrification of the aforementioned sections has the effect of saving about 43,000 tons of bituminous coal annually (17,000 tons are needed for the generation of electricity, as against 60,000 tons which would be required by steam locomotives).

The electrification of the Amersfoort-Zwolle-Meppel-Groningen and Meppel-Leeuwarden lines proceeded well, and by the end of the year the Amersfoort-Zwolle section was ready. The electrification of the Zwolle-Arnheim line was started.

Partial electrification of six railway yards was completed.

For the supply of current on the Amersfoort-Twente line, ten substations were built where the 10,000-volt three-phase current of the central power station is converted into 1,500-volt direct current. Furthermore, to hold the line losses to a minimum and to obtain a maximum of operational safety, 12 switching stations were established.

The electric current for the Barneveld-Voorthuizen -- Ede-Wageningen line is supplied by the Barneveld-Voorthuizen and Ede-Wageningen substations. Switching stations were constructed at Barneveld and Lunteren.

#### Modernization Plans

While the electrification program will be brought to provisional completion in 1953, the operations of the other lines will be modernized by the addition of new diesel-electric locomotives and switch engines (locomotoren). This modernization is especially to serve the needs of the outlying provinces. It is furthermore planned to replace steam locomotives in freight traffic.

#### Operations

The eight diesel-electric trains on the shuttle service between Amersfoort and Apeldoorn were replaced by electric trains on 1 January 1951. On 22 January 1951, passenger service on the Groningen-Roodeschool, Groningen-DeIJzijl, Leeuwarden-Stavoren, Zuidbroek-Stadkanal, Alkmaar-Hoorn, Alkmaar-Bergen aan Zee, Nijmegen-Roermond, and Zutphen-Winterswijk lines was replaced by bus service.

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New electric train units were put into service on the Amsterdam-Maastricht-Heerlen, Rotterdam-Eindhoven-Maastricht lines and on some of the routes from the western cities to the northern part of the country. The diesel units released from these routes were transferred to the Zwolle-Kampen, Zwolle-Emmen, Arnhem-Winterswijk and Roosendaal-Antwerp lines.

The shunting yards at Amsterdam Watergraafsmeer, Rotterdam Noord, and 's Hertogenbosch were taken into operation early in May of 1951, although the first two were not completely finished.

New warehouses in Enschede and Breda were also taken into service during the year and the warehouse on the Cruquiuskade in Amsterdam was expanded.

Europabus

An international network of motor bus lines for tourists was established during 1951 as a result of co-operation between various European railroads. The NS shares in this venture are held by the N.V. Nederlandse Buurtspoorweg Maatschappij (Netherlands Local Railroad Company), an NS subsidiary. This new service is incorporated with the Amsterdam-Hamburg, Amsterdam-Frankfurt am Main, Amsterdam-Luxembourg and Amsterdam-Ostend routes.

Passenger Traffic

Passenger traffic was about the same in 1951 as in 1950.

	<u>1950</u>	<u>1951</u>
Number of passengers	158.4 million	156.8 million
Passenger-kilometers	6,228 million	6,291 million
Average length of trip	39.3 kilometers	40.1 kilometers

Freight Traffic

	<u>1950</u>	<u>1951</u>
Freight Hauled (in million tons)		
National freight traffic	15.4	16.1
International freight traffic	5.8	6.4
Total	21.2	22.5

International freight traffic moving over the eastern boundary amounted to 3,934,000 (1950: 3,497,000) of which 3,126,000 tons (1950: 2,732,000) were incoming and 858,000 (1950: 765,000) tons outgoing freight. Freight movement over the southern frontier amounted to 2,371,000 tons (1950: 2,190,000), of which 1,193,000 (1950: 1,006,000) were incoming and 1,191,000 (1950: 1,184,000) outgoing freight.

Freight traffic with the principal countries is shown in the following table (in 1,000 tons):

<u>Country</u>	<u>1950</u>	<u>1951</u>
Germany	2,967	3,120
Belgium, Luxembourg	1,302	1,534

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<u>Country</u>	<u>1950</u>	<u>1951</u>
France	717	761
Austria	292	447
Switzerland	101	107
Italy	66	116
Czechoslovakia	266	172

Railways in Comparison With Other Communication Systems

The position of the Dutch railroads within the general framework of interurban (interlocal) freight traffic is shown in the following two tables which were compiled from publications of the CBS (Centraal Bureau voor de Statistiek, Central Bureau of Statistics)

Interurban Freight Traffic, Domestic  
(in 1,000 tons)

<u>Communication System</u>	<u>1948</u>		<u>1949</u>		<u>1950</u>		<u>1951</u>	
	<u>Absolute</u>	<u>%</u>	<u>Absolute</u>	<u>%</u>	<u>Absolute</u>	<u>%</u>	<u>Absolute</u>	<u>%</u>
Railroads	9,545	17.3	15,180	16.8	15,438	15.5	16,133	15.2
Inland waterways	25,500	46.3	33,826	37.5	38,160*	38.4	39,866	37.7
Highway transport	20,000	36.4	41,200	45.7	45,900	46.1	49,900	47.1
Total	55,045	100.0	90,206	100.0	99,498	100.0	105,899	100.0

Interurban Freight Traffic, Domestic  
(in million ton-kilometers)

	<u>1949</u>		<u>1950</u>		<u>1951</u>	
	<u>Absolute</u>	<u>%</u>	<u>Absolute</u>	<u>%</u>	<u>Absolute</u>	<u>%</u>
Railroads	2,201	32.6	2,307	31.3	2,460	32.2
Inland waterways	3,633*	53.9	3,975*	53.9	3,933	51.5
Highway transport	912	13.5	1,094	14.8	1,247	16.3
Total	6,746	100.0	7,376	100.0	7,640	100.0

\*Figures corrected by CBS

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RESTRICTEDRailway Net

Length of Railway Net in Operation as of the End of 1951 and 1950

	<u>Total</u>		<u>Exclusively for Freight Traffic</u>		<u>Electrified</u>	
	<u>1951</u>	<u>1950*</u>	<u>1951</u>	<u>1950*</u>	<u>1951</u>	<u>1950*</u>
Single track	1,717.2	1,714.4	665.9	646.9	93.6	76.4
Double track	1,492.7	1,489.7	9.4	9.4	954.7	822.1
Total	3,209.9	3,204.1	675.3	656.3	1,048.3	898.5

\*Corrected figure

The difference between the 1951 and 1950 figures is explained as follows:

1. Passenger service on the Terneuzen-Hulst section was discontinued.
2. Passenger service on the Enschede-frontier section was started.
3. Freight traffic on the Nieuwe Schans-frontier section and the Hillegersberg-Schiebroek connecting line was started.
4. The single-track Mooie Paal-Beetgumermolen freight line was taken over by the Nederlandsche Tramweg Maatschappij.
5. Freight traffic on the Bovenkerk-Aalsmeer Oost section was discontinued.
6. The Amersfoort-Hengelo-Enschede, Hengelo-Oldenzaal, and Barneveld-Voorhuizen -- Ede-Wageningen lines were electrified.

Construction Activity

Some of the track-renewal work carried over from previous years was completed. Strengthening and ballasting of the Gouda-Oudewater section was completed. The roadbed of the new railway between Nieuwerkerk and Rotterdam was finished, and on 22 October 1951 the double-track bridge over the Waal River near Zaltbommel was opened for traffic. New station buildings were taken into use at Hengelo and Rilland-Bath.

Signaling System

Automatic block systems with signal lights were installed on the following sections: Amsterdam -- Nieuwerluis-Loenen, Amsterdam-Haarlem, and Amersfoort (junction) - Zwolle (shunting station).

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RESTRICTEDRolling Stock

The following table shows the status of rolling stock available at the end of 1950 and 1951.

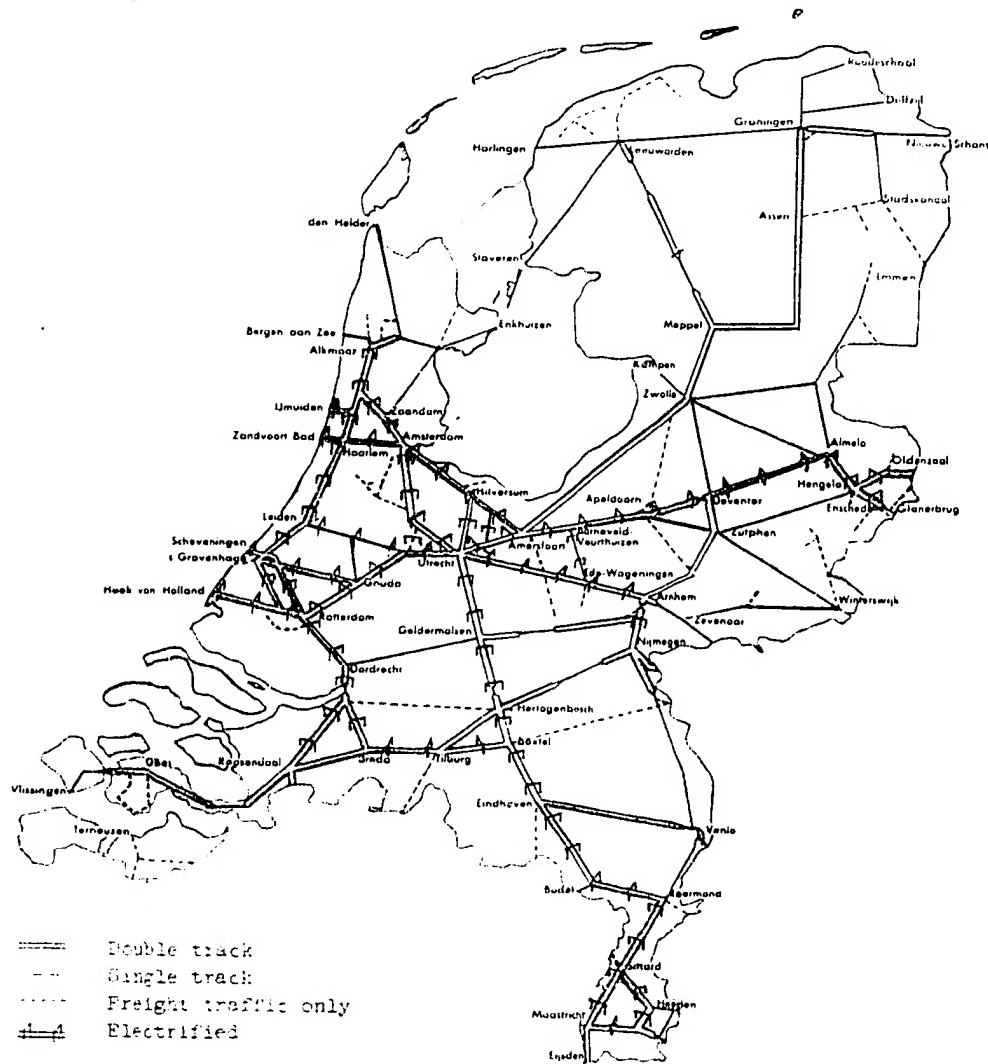
<u>Type of Rolling Stock</u>	<u>31 Dec 50</u>	<u>30 Dec 51</u>
<u>Motive Power</u>		
Steam locomotives	714	663
Electric locomotives	15	51
Diesel-electric locomotives	51	54
Diesel-mechanic locomotives	4	3
Diesel-electric switch engines (locomotoren)	148	155
<u>Passenger Rolling Stock</u>		
Deluxe coaches	3	3
Hauled coaches	697	682
Electric motor cars	109	109
Trailers for electric trains	106	106
Electric two-car train units	74*	118
Electric three-car train units	96	96
Electric four-car units	296	359
Electric five-car units	100	99
Diesel-electric three-car units	88	88
Diesel-electric five-car units	69	65
Internal-combustion motor cars	9	4
Hauled mail cars	53	49
Mail cars for electric and diesel- electric trains	34	35
Baggage cars (including express cars)	701	759
Baggage-Mail cars (including tramway baggage cars)	12	9
Heating cars	10	10
<u>Freight Rolling Stock</u>		
Closed freight cars	9,644	10,140
Open freight cars	12,540	13,169
Special freight cars	1,601	1,599
Service Cars	1,337	1,369

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Lines in Operation as of 31 December 1951

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